

Agenda Item 5

PLANNING APPLICATIONS COMMITTEE 14th January 2021

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>	<u>Item No:</u>
	20/P2567	20/08/2020	
Address/Site:	Wimbledon Bridge House, 1 Hartfield Road, Wimbledon, SW19 3RU		
(Ward)	Dundonald		
Proposal:	Alterations and extensions to existing building to provide an additional 3 storeys of office accommodation (net increase of 3513sqm of Gross Internal Floorspace (GIA)), plus plant enclosure at roof level and associated landscaping and public realm improvements.		
Drawing Nos:	D 0 003(I1), 098(I1), 099(I1), 100(I1), 101(I1), 106(I1), 107(I1), 108(I1), 109(I1), 110 (I1), 111(I1), 200(I1), 201(I1), 202(I1), 203(I1), 204(I1), 205(I1), 300(I1), 301(I1) & R 0 100(I1)		
Contact Officer:	David Gardener (0208 545 3115)		

RECOMMENDATION

GRANT Planning Permission Subject to completion of a S106 Agreement and conditions

CHECKLIST INFORMATION

- Heads of agreement: Carbon offset, S278 for public realm improvements
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice: Yes
- Site notice: Yes
- Design Review Panel consulted: Yes (at pre-application stage)
- Number of neighbours consulted: 344
- External consultations: Transport for London, Thames Water, Metropolitan Police

1. INTRODUCTION

1.1 The application has been brought before the Planning Applications

Committee due to the nature of the development and number of objections received following public consultation.

2. SITE AND SURROUNDINGS

- 2.1 The application site comprises a seven storey office building with additional basement parking, accessed from Hartfield Road, which provides 33 parking spaces. The building, which currently has a gross internal floor area (GIA) of 18,036sqm, abuts and is attached to a long leasehold interest retail and carpark building to the west, arranged on an air- rights deck over the railway tracks. The site is located in Wimbledon Town Centre on land bound by Hartfield Road and Hartfield Crescent. The existing building design is characterised by white cladding which is overlain by screens of white aluminium louvres.
- 2.2 The application site is not subject to any statutory heritage asset designations although the Merton (The Broadway) Conservation Area, is located approx. 15m to the northeast, and this includes locally listed buildings at Nos. 2, 4 and 6 Hartfield Road (includes Prince of Wales PH) and No.11 The Broadway. The immediate area comprises an eclectic mix of building styles, sizes and uses. For example, No. 17 Hartfield Road, which is located on the opposite side of the junction, is a recently refurbished and extended 8 storey office building, whilst construction works have commenced (LBM Ref: 18/P4447) on the erection of an 8 storey building comprising a hotel, a little further along the road at Nos. 27 – 39. The opposite side of Hartfield Road is characterised by 2 – 4 storey predominantly commercial buildings although there is some residential in the mix on the upper floors of buildings. Residential properties are located to the southwest of the site including the Cascades, a six storey block of flats which bounds the site.
- 2.4 The application site has excellent public transport links (PTAL rating of 6b) being sited in very close proximity to Wimbledon tube, railway and tram station and a number of bus routes. The site is also located in a Controlled Parking Zone (Zone W4).

3. CURRENT PROPOSAL

- 3.1 The application is to extend the building by an additional three floors (from a total of 7 to 10 floors) with the existing plant which is currently positioned on the roof, and new plant, positioned on the new roof. An additional 3513sqm of GIA office floorspace would be created.
- 3.2 The proposal would increase the building height up to approx. 40.4m to the roof of the 9th floor with the maximum height of the building including plant being approx. 42.8m. The proposed extension would feature white cladding to match the cladding on the existing building. A pergola would also be added to the existing terrace on the 6th floor and the new plant would be screened by a green ivy clad wall.
- 3.3 The basement levels would be modified with the introduction of 250 secure cycle storage and cyclist facilities to serve the whole building. The car parking

would also be reduced from 33 to 16 spaces (including 2 blue badge bays). Accessible cycle spaces lockers and shower facilities will also be incorporated.

- 3.2 Public realm improvements are also proposed with for example the replacement of the existing concrete paving slabs on both Hartfield Road and Hartfield Crescent with Yorkshire slabs. Additional greenery including street trees and hedging are also proposed.

4. PLANNING HISTORY

The following planning history is relevant:

- 4.1 MER452/85 - Outline application for redevelopment to provide office and retail floorspace and car park together with associated highway works. Allowed at appeal - 09/07/1986.
- 4.2 87/P0422 - Redevelopment of site to provide shops, offices and car parking and associated highways works. Approval of reserved matters relating to outline permission reference MER452/85). Approved - 02/07/1987.
- 4.3 14/P2559 (dated 28/01/2015) relating to alterations to building frontage facing Wimbledon Bridge and public realm works. Granted - 26/11/2015
- 4.4 15/P3447 - Alterations to building frontage of units 1 & 2 facing Wimbledon Bridge, installation of roof plant, automated telling machines (ATM) to shop front, and associated public realm works. Granted - 17/10/2016
- 4.5 15/P3449 - Advertisement consent for proposed signage. Granted - 17/10/2016
- 4.6 16/P2589 - Application to discharge condition 4 attached to LBM Ref: 14/P2559 (dated 28/01/2015) relating to proposed alterations to building frontage facing Wimbledon Bridge and public realm works. Granted - 06/09/2016
- 4.7 17/P2146 - Installation of new shopfront. Granted - 25/07/2017
- 4.8 17/P2291 - Installation of 4 x condenser units at roof level. Granted - 01/08/2017

5. POLICY CONTEXT

- 5.1 The relevant policies in the Adopted Sites and Policies Plan and Policies Maps (July 2014):
DM D1 (Urban design and public realm), DM D2 (Design considerations in all developments), DM D3 (Alterations and extensions to existing buildings), DM D4 (Managing heritage assets), DM E1 (Employment areas in Merton), DM E2 (Offices in town centres), DM EP2 (Reducing and mitigating noise), DM F1 (Support for flood risk management), DM F2 (Sustainable urban drainage

systems SuDS, wastewater and water infrastructure), DM R1 (Location and scale of development in Merton's town centres and neighbourhood parades), DM T1 (Support for sustainable transport and active travel), DM T2 (Transport Impacts of development), DM T3 (Car parking and servicing standards) and DM T5 (Access to the road network).

- 5.2 The relevant policies in the Adopted Core Strategy (July 2011) are:
CS.6 (Wimbledon Town Centre), CS.7 (Centres), CS.12 (Economic development), CS.14 (Design), CS.15 (Climate Change), CS.16 (Flood Risk Management), CS.18 (Active Transport), CS.19 (Public Transport), CS.20 (Parking, Servicing and Delivery)
- 5.3 The relevant policies in the London Plan (2016) are:
4.2 (Offices), 5.2 (Minimising carbon dioxide emissions), 5.6 (Decentralised energy in development proposals), 5.3 (Sustainable Design and Construction), 5.9 (Overheating and cooling), 6.3 (Assessing effects of development on transport capacity), 6.9 (Cycling), 6.13 (Parking), 7.2 (An inclusive environment), 7.4 (Local character), 7.6 (Architecture), 7.7 (Location and design of tall and large buildings), 7.8 (Heritage Assets and Archaeology)
- 5.4 National Planning Policy Framework 2019 (NPPF)
- 5.5 National Planning Practice Guidance 2014 (NPPG)
- 5.5 The London Plan Intend to Publish Version (December 2019)
- 5.6 Future Wimbledon Supplementary Planning Document (November 2020)
- 5.7 Merton's Tall Buildings Background Paper 2010

6. CONSULTATION

- 6.1 The application was originally publicised by means of a site notice and individual letters to occupiers of neighbouring properties. In response, 18 letters of objection have been received including objection letters from The Wimbledon Society and Friends of Wimbledon Town Centre, and 35 letters of support have been received. The letters of objection are on the following grounds:
 - Excessive height, too dominant
 - Lack of demand for office space
 - Increasing the size of an existing ugly building
 - Impact on Wimbledon townscape/character/adjacent conservation area
 - Congestion/disruption caused by loading/unloading from deliveries, increased traffic/safety concerns
 - Noise impact
 - Impact of possible road closures
 - Disruption during construction such as dust, air pollution
 - Loss of outlook/views from surrounding buildings, green spaces and conservation area

- Loss of privacy, overbearing impact, visually intrusive, loss of daylight/sunlight
- Residents will receive little of the economic benefit
- Concerns regarding delivery of proposed green measures

6.2 Wimbledon Society

Objects to the development due to the proposed height of the building, the inadequate attention paid to the carbon footprint of the building. More could also be done to enhance biodiversity of the building whilst uncertainty surrounds the need for additional office space in the area.

The building is situated on a conspicuous site facing the Wimbledon Broadway Conservation Area. The appearance of this area is important to the commercial and leisure activities in Wimbledon town centre. It will be particularly visible from the area around the entrance to Hartfield Road, which directly faces the building, and also the view looking along Hartfield Road. The proposals envisage increasing the height of the building to 10 storeys. The impact on these views is amply illustrated by the Built Heritage, Townscape and Visual Impact Assessment accompanying the application (illustrations 5.8 and 5.14). The view taken by the developers seems (perhaps unsurprisingly) to be that the impact is not particularly great and not particularly important to people in the area. We take a different view. The scale of an already dominant building is significantly increased to the detriment of the area. Existing applications for nearby buildings are not as large in scale as the proposed new building so this building will be seen as over-dominant.

We note that the new storeys are set back from the edges of the existing building. However, as no cross section across Hartfield Road is provided it is unclear how visible the new storeys will be from the pavement opposite, although the proposed east elevation indicates that they will be.

Local people have expressed their preferences clearly at council -run workshops: they do not want tall buildings like this and the 22m coping height of the CIPD building should be the maximum in the town.

As well as the individual impact of such large buildings, Hartfield Road is becoming increasingly overbuilt and 'canyonised'. New buildings in the vicinity are already raising the building heights along this relatively narrow but important thoroughfare (including for pedestrians and cyclists). We do not wish developers to have the expectation that this height will be acceptable in this part of the town. It will make the area unfriendly to pedestrians and increase pollution by trapping pollutants.

The height of the building will also affect the light to the lower floors of the buildings opposite. We also consider that insufficient consideration has been given to the climate emergency called by the council. It is not clear whether the new building will improve upon the 43 kW/m² design of the original building, or indeed whether the original building meets this standard and needs to be improved.

The new building achieves only 35% carbon emission reductions compared to part L of the Building Regulations. However as the Government has indicated its intention that Building Regs criteria are to be made radically stricter, it does not appear that the proposals are sufficiently ‘energy conscious’ and much more can and should be done to address this.

We believe that more could be done to enhance biodiversity in constructing this building, especially as the developers seem to wish to claim these credentials. In particular, we note that the ecology report states

‘Further enhancement could be achieved by including native or wildlife-friendly planting on the new rooftop once it is constructed.’ [Ecology Report, Recommendations and Conclusions].

We believe that such further enhancements should form part of the plan now rather than waiting until the extension is complete and the enhancements can be forgotten or omitted.

Whether additional offices are needed for the town is problematical, given the independent reports by Ramidus/CAG (2017) and Knight Frank (2018), the latter saying that the “demand in the market place does not support the scale of (office) development envisaged” [by the Council’s planning approach]. Additionally, with the recent experience of Covid home working and associated changes, creating additional offices in the town centre (when new housing should be the priority) is again something to be questioned. We have also noted a number of planning applications in the borough requesting conversion of office space into residential.

Finally, we note that the requirement of the new storeys to be light has led the developers to suggest timber structures within the new parts of the building. We would like to highlight the possible safety implications of this approach.

6.3 Friends of Wimbledon Town Centre

Objects to excessive height of development and impact that it would have on character of Wimbledon. The proposed development disregards local people’s views and is inconsistent with policy objectives in the Future Wimbledon Supplementary Planning Document. Detrimental impact on residents in surrounding streets (e.g. Visual intrusion) and potential visual impact when viewed from Dundonald Park and South Park Gardens Conservation Area. Question the demand for office space due to impact of pandemic.

6.4 The letters of support are on the following grounds:

- Increase in Grade A office space
- Increase in construction and office jobs
- Improve vitality and viability of Wimbledon Town Centre
- Public realm improvements
- Enhance the appearance of area

6.5 Design and Review Panel – (Pre-application submission – 3rd June 2020)

- 6.6 The panel noted that the applicant had evolved the design following pre-application meetings. They also noted that the building was iconic for Wimbledon and that they felt it was the correct approach for the extension to relate to the language of the existing building design. In general the Panel felt the extension was well-designed, subtle and well considered, even though it rose directly above the footprint of the existing top floor. Three additional storeys was considered acceptable in design terms based on the proposed design, and in accordance with the emerging Wimbledon Masterplan.
- 6.7 There was some discussion on detail about the relative dominance of vertical and horizontal elements of the extension but overall the solution was considered good. The Panel were clear however, that the design now needed attention to detail to ensure the quality followed through to completion. It was important that the extension did not draw too much attention to itself and remained a subtle addition. A balance needed to be struck between this and being faithful to the original building design. The Panel recommended preparing additional verified views from the streets and surroundings to assess the impact of the massing of the extension to demonstrate it is not overpowering and its effect on the adjacent conservation area.
- 6.8 The Panel felt that care needed to be taken about how the existing building meets the new extension and welcomed the pergola. There were concerned that there were no external communal spaces and that this could be explored. Whilst the Panel accepted it was an office building, the amount of steel and glass could make it feel unwelcoming. The applicant was therefore urged to explore ways to introduce more greenery to relieve this. Additional communal spaces could provide the opportunity for this – potentially on the roof. The roof plant area was in a plain box, where the current plant was in a more attractive series of pavilions.
- 6.9 The Panel were less convinced by the ground floor and public realm. The ground floor was dead frontage and unattractive and the Panel encouraged the applicant to demonstrate how this could be improved, even if it could not be done immediately. Replacing the white cladding panels with glazing was one suggestion.
- 6.10 The proposal also showed tree planting on Hartfield Road. The Panel raised the issue of underground services and that the applicant needed to ensure this was deliverable. To reduce clutter it was suggested that street lighting be fixed to the building elevation to avoid the need for columns in the footway. The Panel also commented on the fire escape stair and small protruding concrete buttresses and encouraged the applicant to continue exploring if and how they can be removed to maximise the footway width. They also encouraged use of some landscaping but also to ensure the footway was not made too narrow. High quality paving was also recommended.
- 6.11 The Panel commended the approach taken regarding the environmental performance and impact of the building. They noted this was a core part of the

design strategy, which fitted well with the original building design. Heating/cooling studies were important for office buildings and whilst the aim to achieve Breeam Excellent was commended the Panel urged the applicant to aim for Outstanding. On the upper floors it was questioned whether all four elevations needed to be fully glazed given the shallower plan form. The need for additional greening, both on the building and public realm was stressed by the Panel.

- 6.12 Finally, given that the building was of a very rational and rigid design, it was suggested the applicant explore the potential for introducing some subtle irrationality in the design.

VERDICT: GREEN

- 6.13 Council's Urban Design Officer

- 6.14 The design of the extension fits comfortably with the existing building. The proposals for the public realm still however require further work and this should be subject to appropriate planning conditions.

- 6.15 Council's Transport Planner

- 6.16 It is considered that the proposal is unlikely to have a significant impact on the surrounding highway network, and is acceptable subject to appropriate conditions.

- 6.17 Council's Highway Officer

- 6.18 No objections subject to appropriate conditions on construction.

- 6.19 Council's Climate Change Officer

- 6.20 The Council's Climate Change Officer has confirmed that the proposal would comply with both regional and local policies on water and climate use.

- 6.21 Council's Environmental Health Officer

- 6.22 No objection subject to appropriate conditions.

- 6.23 Metropolitan Police

- 6.24 No objections but requests condition relating to bomb protection of glazing.

- 6.25 Thames Water

- 6.26 No objection

- 6.27 Transport For London

- 6.28 Confirm that the application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. TFL have no comments to make on the application.

7. PLANNING CONSIDERATIONS

7.1 Principle of Development

- 7.2 The Council supports the development of major offices in Wimbledon town centre, which is defined in Policy DM R1 of the Adopted Sites and Policies Plan (July 2014) as offices with more than 1,000sq.m of floorspace. Policy CS.7 of the Core Planning Strategy states that in Wimbledon Town Centre the Council will support high quality offices, especially major development. Policy DM E1 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals relating to employment sites will only be supported that (subject to Policy DM E2 and DM E3), retain existing employment land and floor space. The Council will support proposals for the redevelopment of vacant and underused existing employment land and floor space for employment use and proposals for large and major offices in town centres. Policy DM E1 notes that as Wimbledon town centre is tightly bound by residential areas, the possibilities for growth include increasing density on existing sites. This policy states that the council will work with landowners to meet market demand for high quality, well designed large floorplate offices commensurate with Wimbledon's status as a major centre and to take advantage of the internationally recognised Wimbledon 'brand'.
- 7.3 At a regional level, Policy GG5 of the Mayor's intend to publish London Plan states that to conserve and enhance London's global economic competitiveness and ensure that economic success is shared amongst all Londoners, those involved in planning and development must, among other things, promote the strength and potential of the wider city region, seek to ensure that London's economy diversifies and plan for sufficient employment space in the right locations to support economic development and regeneration. London Plan Policy 2.15 and Policy SD6 of the Mayor's intend to publish London Plan recognise that town centres should be the focus for commercial development beyond the Central Activities Zone (CAZ). Policy SD8 of the Mayor's intend to publish London Plan seeks a range of sizes of commercial units to support the diversity of the town centre and Policy SD6 of the Mayor's intend to publish London Plan states that town centres should also be strengthened to remain the primary location for commercial activity beyond the CAZ as well as a focus for place and local identity.
- 7.4 In addition, it should be noted that London Plan Policy 4.2 and Policy E1 of the Mayor's intend to publish London Plan seek to consolidate and, where viable, extend office provision in town centre locations. Over the 2016 – 2041 plan period, demand for office floorspace in outer London is expected to rise by 23%, with an increasing proportion required for micro, small and medium-sized enterprises. At a national level, Paragraph 19 of the NPPF states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should

operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

- 7.5 The applicant has also submitted an Economic Impact Statement which states that construction of the proposed development will directly generate an average of 135 FTE on-site gross jobs per annum over the 1 year construction period; and 100 net additional FTE employment opportunities would be annually generated for workers in Greater London during construction, of which 30 will be locally captured by residents of Merton. In addition, the operation of the proposed development could be expected to generate a total of 255 net additional FTE positions per annum across the wider impact area, inclusive of 65 jobs in the local impact area. This total is inclusive of 85 jobs indirectly generated or induced across Greater London through the operation of the Proposed Development.
- 7.7 The application site is located in Wimbledon Town centre and has excellent transport links (PTAL rating of 6b), which means it is a highly suitable location for a major office development. It is considered that the proposal would comply with local, regional and national planning policies by providing 3,513sqm GIA of Grade A floorspace with well-designed large flexible floorplates, commensurate with Wimbledon's status as a major centre. There is therefore policy support for the proposal in principle.

7.8 Design, Impact on Streetscene and Wider Setting

- 7.9 The London Plan states that tall buildings are those buildings that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of applications to the Mayor. Policy 7.7 states that tall buildings should generally be limited to sites in town centres that have good access to public transport. More specific guidance is outlined in the Tall Buildings Background Paper (2010) which forms part of Merton's Local Development Framework, as an evidence base in support of the Design Policy outlined in the Core Strategy. This states that in Wimbledon Town Centre, tall buildings should contribute to creating a consistent scale of development based on a range of similar but not uniform building heights. These should be determined by reference to surrounding building heights and townscape characteristics.
- 7.10 The proposed development would extend the building from 7 to 10 storeys with plant room located on the roof. The building would have a maximum height of 42.8m from ground level to the top of the plant level (40.4m to roof of 10th floor). The existing seven storey building is considered to be a tall building given surrounding buildings generally range between 3 and 8 storeys in height, and the building as a result of the development would be materially taller than any surrounding buildings. Planning policy has evolved since the publication of the Tall Buildings Background Paper in 2010, with the adoption of the Future Wimbledon Supplementary Planning Document (SPD) in November 2020. The SPD identifies this part of the town centre as being suitable for taller buildings with the site itself as being able to potentially accommodate a 10 storey building.

In addition, the SPD advises that a building of 10 storeys should not exceed 40m (i.e. up to 4m per floor). The proposed development would extend the building to 10 storeys and as such would comply with the guidance set out in the SPD in terms of storey height. Although the proposed extension at 40.4m to the top of the 10th floor, would result in the 10th floor exceeding the 40m height limit, it is very marginal and as such would not warrant a refusal of the application on height grounds. It should also be noted that the building heights set out in the SPD are indicative and as such there is some flexibility depending on the context of each site and the design proposed. In this instance the proposed extension would also comprise white cladding and glazing which would help reduce the impact of its bulk and massing when viewed from the street. It is considered that the proposed extension is acceptable in terms of its height, bulk and massing.

- 7.11 The existing facades consist of white metal and lightly tinted glass, and as such it is appropriate that an extension to Wimbledon Bridge House should use the same palette of similar materials. The pergola at 6th floor level also provides a visual mediation between the existing structures and cladding and the new structures and cladding effectively hiding the join between the two and also introducing a ‘green’ random element to the regular geometric rhythm of the cladding. The Design and Review Panel in giving the proposal a ‘green’ verdict noted that the building was iconic for Wimbledon and that they felt it was the correct approach for the extension to relate to the language of the existing building design. In general the Panel felt the extension was well-designed, subtle and well considered, even though it rose directly above the footprint of the existing top floor. Whilst the Panel accepted it was an office building, the amount of steel and glass could make it feel unwelcoming. The panel welcomed the Pergola and the use of greenery in the current application is in response to the Panel’s recommendation that the applicant should explore ways to introduce more greenery to relieve this. It is considered that the proposed design approach is acceptable.
- 7.12 It is also considered that the new development would respond to the established townscape character of the area, including that clear differentiation between the historic core of the town centre within, and the more modern and larger height and scale developments outside, the conservation area boundary. Although the new taller building would be observed within the immediate context and backdrop to some views of the locally listed public house from the Bridge and from the Town Hall statutory listed building, the proposal would have a very limited effect on key views looking directly north east to this historic building grouping. The integral design and use of materials of the new levels would help to ensure that additional height and mass would not draw the eye away from the public house to such degree as would undermine its important landmark role or an appreciation of its architecture. The site is set on lower ground level than the Broadway where the Conservation Area is present. It is also considered that the key characteristics of the townscape of the older high street of The Broadway, as experienced in views east, south and west along this route, would also not be adversely effected by the appearance in some views of additional built form above rooflines and as part of the wider setting and modern town centre context of this designated area. The applicant has provided

verified views which illustrate that the proposed additional built form on site would be part or fully screened from many viewpoints by the effects of topography, street pattern and the density and scale of existing buildings. Officers are therefore satisfied that the proposed extension would not cause a harmful impact on the setting of the Conservation Area and neighbouring listed and locally listed buildings.

- 7.13 The proposed public realm improvements are also supported. The existing public realm is negatively impacted by street clutter, poor quality concrete paving and lack of greenery on the building's Hartfield Road frontage which creates a hostile pedestrian environment. It is considered that the proposed public realm improvements will be in keeping with the character of the wider Wimbledon area and include new tree planting on Hartfield Road, replacement Yorkstone Paving on both Hartfield Road and Hartfield Crescent, and simplification of the existing street clutter. These would result in an enhancement over the existing situation. Overall, it is considered that the proposal would comply with all relevant design policies.

7.14 Residential Amenity

- 7.15 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Development should also protect new and existing development from visual intrusion.
- 7.16 The application site sits within Wimbledon's commercial district, which means the application site is predominantly surrounded by other commercial properties. There are however residential properties located to the southwest of the site on Hartfield Crescent, including the Cascades, a six storey block of flats which bounds the site. The existing building is seven storeys and it is considered that the proposed extension would have an acceptable impact on the surrounding residential properties. The site sits northeast of these properties which means the extension would have little impact on daylight/sunlight levels. The flats located in the Cascades and from houses further along this side of Hartfield Crescent do not directly face the existing building with the extension only being visible from oblique angles, whilst the top floor of the extension is also set back from the building edges. It is considered that this coupled with the use of white cladding and glazing, means the extension would not be visually intrusive or overbearing when viewed from surrounding properties. It should also be noted that the site is located in Wimbledon Town Centre's commercial district so some degree of intensification should be expected.
- 7.17 There are also flats located on the upper floors of No.6 Hartfield Road and 8-10 Hartfield Road on the opposite side of the road. The applicant has submitted a Daylight/Sunlight Report which states that the development would not comply with BRE Guidelines in terms of its impact on daylight to bedroom windows of the flats at No.6. However, in this instance this impact is considered acceptable

as bedrooms are less important given they are generally used for sleeping at night. Bedrooms are considered less sensitive than primary habitable rooms such as living rooms, as acknowledged by the BRE Guidelines. It should also be noted that the site is located in Wimbledon Town Centre's commercial district so some degree of intensification should be expected. There is inevitably going to be some impact with intensification of commercial development in town centre locations given the close proximity generally of buildings to each other. The Daylight/Sunlight report concludes that the impact on 8-10 Hartfield Road would be compliant with BRE Guidelines. Given the town centre position of the site, overall it is considered that the proposal will accord with planning policy relating to neighbour amenity.

7.17 Parking and Traffic

- 7.18 Policy 6.1 of the London Plan (2016) supports development which generates high levels of trips at locations with high levels of public transport accessibility and improves the capacity and accessibility of public transport, walking and cycling. At a local level Policy CS.18 promotes active transport and encourages design that provides attractive, safe, covered cycle storage, cycle parking and other facilities (such as showers, bike cages and lockers). Policy CS.20 of the Core Planning Strategy states that the Council will require developers to demonstrate that their development will not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and/or facilities; on-street parking and traffic management. This is endorsed in Policies DM T1 and DM T3 of the 2014 Sites and Policies Plan. Developments should also incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway.
- 7.19 The application site is well connected and has excellent public transport links (PTAL rating of 6b). The site is served by rail services from Wimbledon station and a number of bus routes run along Hartfield Road. The applicant has submitted a transport statement and Travel Plan demonstrating that the transport impacts associated with the proposals can be accommodated within the surrounding transport network. The proposal includes reducing the number of car parking spaces from 33 to 16 spaces including two Blue Badge parking spaces. These spaces will be located on the basement mezzanine, and is considered to be acceptable as it encourages sustainable travel in this highly accessible location.
- 7.20 The proposed building would provide 3,513sqm of additional floorspace which means 39 long stay cycle spaces and 7 short stay cycle spaces should be provided to comply with London Plan Policy 6.13. The current provision is rather ad-hoc and includes store rooms and temporary cages. These will be replaced by a bespoke facility in part of the current car park area at basement mezzanine level. A total of 250 secure cycle spaces, and 270 lockers including drying facilities and a shower facility will be provided for the entire building, which would be an increase of 166 long stay spaces over existing. Accessible cycle spaces lockers and shower facilities will be incorporated. 12 short cycle spaces

would also be provided. The proposed cycle parking would therefore comply with policy.

- 7.21 Delivery and servicing for Wimbledon Bridge House will continue to operate on-site as existing. The loading bays are manned with security 24 hours a day. Deliveries and servicing will occur within designated loading bays, located within the basement. The proposals include the removal of one of the existing loading bays which is currently unused due to the difficulty in accessing it. This reconfiguration allows for improved refuse storage. Refuse storage and collection will also occur within the basement. Refuse stores are located adjacent to the loading bays. Refuse vehicles will collect refuse from this point at the loading bay.
- 7.22 The Council's Transport and Highways officers have assessed the application and consider it acceptable subject to appropriate conditions. Overall, the proposal is considered to comply with transport policies

7.23 Sustainability and Energy

- 7.24 The BREEAM design stage assessment provided by the applicant indicates that the development should achieve BREEAM 'Excellent' which exceeds the requirement set out in Merton's Core Planning Strategy Policy CS15 and complies with Policy 5.2 of the London Plan 2016. The Council's Climate Change Officer has assessed the application and has confirmed that the application would comply with policies on climate change and water usage. Appropriate conditions are recommended and a carbon offset contribution of £76,950 is also required.

8. ENVIRONMENTAL IMPACT ASSESSMENT

- 8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of EIA submission.

9. LOCAL FINANCIAL CONSIDERATIONS

- 9.1 The proposal would result in a net gain in gross floor space and as such will be liable to pay a Community Infrastructure Levy (CIL) and Mayor Community Infrastructure Levy. The funds will be spent on the Crossrail project, with the remainder spent on strategic infrastructure and neighbourhood projects.

10. CONCLUSION

- 10.1 The application site is located in Wimbledon Town centre and has excellent transport links (PTAL rating of 6b), which means it is a highly suitable location for a major office development. The proposal would provide an extended highly sustainable office building with well designed large floorplates commensurate with Wimbledon's status as a major centre. It is considered that the proposal would respect its context in terms of its scale and massing, and would be of a high quality design. New major office floorspace proposals are encouraged within Wimbledon Town Centre and the proposal would be compliant with

policy. It is acknowledged that the height of the building would be greater than current surrounding buildings and would be a noticeable addition to the local area. The high quality design is such that officers are satisfied that it would not be a visually harmful building and would be commensurate with the desires for intensification of development in the town centre as set out in the Future Wimbledon SPD. The impact on residential amenity and transport and highways is considered to be acceptable subject to the imposition of suitable conditions. It is therefore recommended that planning permission be granted subject to the conditions and heads of terms set out below.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the completion of a S106 agreement covering the following heads of terms:

- 1) S278 agreement to be entered into for public realm improvements
- 2) Carbon Offset Financial Contribution (£76,950)
- 3) Paying the Council's legal and professional costs in drafting, completing and monitoring the legal agreement.

And subject to the following conditions:

1. A.1 (Commencement of Development)
2. A.7 (Approved plans)
3. B.1 (External Materials to be Approved)
4. No external windows and doors shall be installed until detailed drawings at 1:20 scale of all external windows and doors, including materials, set back within the opening, finishes and method of opening have been submitted to and approved by the local planning authority. Only the approved details shall be used in the development hereby permitted.

Reason: To ensure a satisfactory standard of development in accordance with the following Development Plan policies for Merton: policies 7.5 and 7.6 of the London Plan 2016, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D1 and D2 of Merton's Sites and Policies Plan 2014.

- 5 D.11 (Construction Times)
6. H.7 The development hereby permitted shall not be occupied until the cycle parking, washing and locker facilities shown on approved plan No. D 0 099(I1) has been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times.

Reason: To ensure the provision of satisfactory facilities to promote sustainable modes of transport and to comply with Policy CS18 (Active Transport) of the Adopted Merton's Core Planning Strategy 2011

7. H.8 (Travel Plan)
8. Prior to the commencement of the development hereby permitted, a detailed Demolition/Construction Logistics Plan (including a Construction Management plan) shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented throughout the demolition/construction of the development, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies 6.3 and 6.14 of the London Plan 2015, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

9. No development shall commence until the applicant submits to, and has secured written approval from, the Local Planning Authority on evidence demonstrating that the development has been designed to enable connection of the site to an existing or future district heating network, in accordance with the Technical Standards of the London Heat Network Manual (2014).

Reason: To demonstrate that the site heat network has been designed to link all building uses on site (domestic and non-domestic) and to demonstrate that sufficient space has been allocated in the plant room for future connection to wider district heating in accordance with London Plan (2016) policies 5.5 and 5.6.

10. Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good', and evidence demonstrating that the development has achieved not less than a 35% improvement in CO₂ emissions reduction compared to Part L 2013 regulations, has been submitted to and acknowledged in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply the following Development Plan policies for Merton: policy 5.2 of the London Plan 2016 and policy CS15 of Merton's Core Planning Strategy 2011.

11. Noise levels, (expressed as the equivalent continuous sound level) LAeq (15 minutes), from any new roof mounted plant/machinery shall not exceed LA90-10dB at the boundary with any residential property.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policy 7.15 of the London Plan 2016 and policies DM D2, DM D3, DM EP2 and DM EP4 of Merton's Sites and Policies Plan 2014

12. H.10 (Construction Vehicles, Washdown Facilities etc. (major sites))
13. H.12 (Delivery and Servicing Plan to be Submitted)
14. No development shall take place until details of the bomb blast resistance of the buildings external design, are submitted to and approved by the Local Planning Authority. This should be informed by a blast assessment by a qualified Structural Blast Engineer (SBE); preferably from the register of Security Engineers and Specialists (RSES). The approved details shall be implemented prior to occupation of the development and permanently retained thereafter.

Reason: To ensure a safe and secure environment is provided in accordance with policy 7.3 of the London Plan (2016) and policy DM.D2 of the Merton Sites and Policies Plan (2014).

15. No development shall take place above ground floor level until a Fire Statement produced by a third party suitably qualified assessor has been submitted and approved by the Local Planning Authority. The approved details shall be implemented prior to occupation of the development and permanently retained thereafter.

Reason: To achieve the highest standards of fire safety in accordance with Policy D12 of the Mayor's intend to publish London Plan.

16. Submission and approval of details relating to public realm improvements.
17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the development shall be used for office use (Use Class E(g)(i)) and for no other purpose, without planning permission first obtained from the Local Planning Authority.

Reason: To ensure that there is an adequate supply of suitable sites and premises in locations that optimise opportunities and co-locational advantages for offices and minimise negative effects on other users and to comply with the following Development Plan policies for Merton: Policy DM E2 of Merton's Sites and Policies Plan 2014 and policy CS12 of the Core Planning Strategy 2011.

18. Informative: Carbon emissions evidence requirements for Post Construction stage assessments must provide:

- Detailed documentary evidence confirming the Target Emission Rate (TER), Building Emission Rate (BER) and percentage improvement of BER over TER based on 'As Built' BRUKL model outputs; AND
- A copy of the Building Regulations Output Document from the approved software. The output documents must be based on the 'as built' stage of analysis and must account for any changes to the specification during construction.
- A BREEAM post-construction certificate demonstrating that the development has achieved a BREEAM rating of not less than the standards equivalent to 'Very Good'

19. Informative: (Works affecting the public highway)
20. Informative: (Works on the public highway)
21. Informative: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.